

- (b) From November 1 through April 30, the draw shall open on signal if at least 12 hours advance notice is provided.
- (c) At all times, the draw shall open as soon as possible for public vessels of the United States, state or local government vessels used for public safety, vessels in distress, vessels seeking shelter from rough weather, or any other emergency.
(FR 9/15/98; CL 1553/98) 25/99
- Page 102—Paragraph 2447, line 2; read:
Guard, Department of Transportation, Washington, DC 20593-0001.
(FR 6/29/98; CL 1003/98) 25/99
- Page 102—Paragraph 2451, lines 3 to 5; read:
address: Director, Great Lakes Pilotage (G-MO), 2100 Second Street, SW, Washington, DC 20593-0001.
(FR 6/29/98; CL 1003/98) 25/99
- Page 129—Paragraph 93, lines 7 to 9; read:
In September 1998, the controlling depth was 7 feet in the dredged channel to just below the head of the project, thence 4 feet to the end.
(BP 166925) 25/99
- Page 129—Paragraph 101, lines 1 to 3; read:
In September 1998, the controlling depths were 23 feet in the approach channel and in the channel through the outer harbor, thence 20 feet in the river channel to the head of the ...
(BP 167103) 25/99
- Page 129—Paragraph 102, lines 2 to 7; read:
14 to 20 feet except for lesser depths along the S end of the W breakwater. The outer harbor E of the entrance channel had depths of 18 to 21 feet except for shoaling to 15 feet along the SE edge; the extreme SE end of the outer harbor is not being maintained. The channel leading SW to the turning basin had a depth of about 16 feet with 15 to 21 feet in the basin; the SE section of the channel ...
(BP 167103) 25/99
- Page 131—Paragraph 126, line 3; read:
pier extends laterally E to enclose the bay. In September 1998, the ...
(BP 167304) 25/99
- Page 132—Paragraph 140, lines 5 to 6; read:
entrance channel is marked by lighted buoys and a light. In September 1998, the channel had a controlling depth of 8.5 feet from deep ...
(BP 167305; CL 260/99) 25/99
- COAST PILOT 6 29 Ed 1999 Change No. 3**
- Page 124—Paragraph 229, lines 3 to 4; read:
peninsula at the SE end of Wolfe Island opposite Cape Vincent. A ferry pier is at Point Alexandria.
(22/98 CG9) 25/99
- Page 136—Paragraph 190, lines 2 to 3; read:
Braddock Point Light (43°20.5'N., 77°45.5'W.), 55 feet above the water, is shown from a brown circular tower on ...
(LL/99) 25/99
- Page 136—Paragraph 190, lines 2 to 3; read:
(43°22.5'N., 78°29.2'W.), 60 feet above the water, is shown from a square tower on the NE corner of a two story house on ...
(18/98 CG9) 25/99
- Page 148—Paragraph 52, lines 4 to 5; read:
Mariners and the chart for controlling depths.)
(BPs 167460-68; NOS 14832) 25/99
- Page 168—Paragraph 355, line 9; read:
1999, depths of about 8 feet were reported in the lagoon on the W side of the river just inside the entrance.
(CL 586/99) 25/99
- Page 168—Paragraph 366, line 1; read:
Cleveland Waterworks Intake Crib Light (41°33.0'N., ...
(LL/99) 25/99
- Page 168—Paragraph 367, lines 1 to 3; read:
Cleveland Harbor East Entrance Light 2 (41°32.6'N., 81°39.1'W.), 59 feet above the water, is shown from a skeleton tower with a red triangular daymark at the NE end of the outer harbor ...
(LL/99) 25/99
- Page 176—Paragraph 447, lines 7 to 15; read:
just inside the mouth of the river. In June 1998, the controlling depths were 4.5 feet to the boat basin on the W side of the river just above the anchorage basin, except for extreme shoaling at the NE channel limit opposite the N end of the anchorage basin, thence in June-September 1998, 6 feet at midchannel to the Norfolk Southern Railway bridge, thence in August-September 1998, 3.5 feet at midchannel to the turning basin at the head; thence depths of 1 foot or less were in the middle of the turning basin. In June 1998, depths of 5 to 7 feet were in the anchorage basin just inside the mouth of the river; lesser depths were along the SW edge.
(BP 166499) 25/99
- Page 196—Paragraph 108, line 1; read:
Charts 14848, 14853.-Gibraltar, Mich. is a town ...
(CL 1909/98) 25/99
- Page 253—Paragraph 239, lines 3 to 6; read:
Pentwater Lake. In 1994-April 1998, the controlling depth was 11 feet. The outer ends of the piers are marked by lights. In April 1998, the corner entrance of the entrance

channel off the N pier had shoaled to 6 feet and was marked by a buoy. Currents in the ...
(BP 166037; 39/98 CG9) 25/99

Page 323—Paragraph 1059, line 3 to Paragraph 1060, line 1; read:

mouth of the river. The outer ends of the N and S piers are marked by lights. A stub about midlength of the N pier juts out SE toward the channel; a buoy is near the outer end of the stub, marking the NW boundary of the channel. In September 1998, the midchannel controlling depth was 10 feet in the entrance channel to the piers, thence 9 feet in the SE 100-foot section of the wide harbor channel between the piers to near the stub (except for much lesser depths along the SE edge); the NW and middle sections of the wide harbor channel have controlling depths of 3.5 feet. Just NE of the stub, the harbor channel decreases in width to the turning basin. In August-September 1998, the controlling depth was 8 feet (9 feet at midchannel) to the turning basin, thence in August 1998, 4 to 9 feet were in the middle of the basin; much lesser depths surround the spoil bank protruding into the head of the turning basin. The spoil bank is about 40 feet wide and extends about 400 feet ...

(BPs 167270-73; LL/99) 25/99

Page 323—Paragraph 1061, line 4; read:

during severe freshets. A depth of about 3 feet can be carried for 1 ...

(NOS 14910) 25/99

Page 347—Paragraph 161; read:

In October 1998, the midchannel controlling depths were 23 feet in Portage River and in the harbor of refuge; depths from 16 to 20 feet were alongside the mooring pier on the W side of the harbor of refuge.

(BPs 167347-54) 25/99

Page 348—Paragraph 163, line 9; read:

1996-October 1998, the midchannel controlling depth in the ...

(BPs 167340-46) 25/99

Page 359—Paragraph 321, line 7; read:

make the entrance has been rare.

A Lighted Current Meter has been installed on Duluth

Ship Canal Bridge structure.

Table 1:

Light Code	Directions	Current (speed in knots)
Yellow	inbound/out-bound	less than 0.75
Steady red	inbound	0.75 - 1.25
Flashing red	inbound	greater than 3.
Steady green	outbound	0.75 - 1.25
Flashing green	outbound	greater than 3.

(CL 1999/98)

25/99